

STATE OF UTAH

# POINT OF THE MOUNTAIN DEVELOPMENT COMMISSION

Prepared by Envision Utah

# HB 372

- Creates “Point of the Mountain State Land Authority”
- Authority governs management, planning, and development of state lands at prison site
  - Guided by Development Commission’s work
- 11 member board
  - 4 (incl. 1 cochair) appointed by Legislature
  - 4 (incl. 1 cochair) appointed by Governor (1 GOED, 1 DFCM)
  - 2 appointed by mayors of Draper and Salt Lake County
  - 1 appointed by USHE
- Staff support and assistance from DFCM & GOED

# Purposes of the Effort (HB 318)

- Maximizing job creation
- Ensuring a high quality of life for residents in and surrounding the project area
- Strategic residential and commercial growth
- Preservation of natural lands and expansion of recreational opportunities
- Provision of a variety of community and housing types that match workforce needs
- Planning for future transportation infrastructure and other investments to enhance mobility and protect the environment

## Phase 1

Listening & Research

**COMPLETED**

## Phase 2

Scenarios & Vision

**COMPLETED**

## Phase 3

Financing

**NOW**

# Phase 1&2 Recap

# Meetings

- 4 public workshops
- 21 small group, advisory group, and subgroup meetings to discuss specific topics
- 2 major stakeholder phase kick-offs
- Regular check-in meetings with transportation agencies
- Numerous meetings with stakeholders, landowners, and interested citizens



# Stakeholder and Public Input

- Over 4,200 responses collected informing critical points and decisions throughout the process:
  - Employee Survey: 1224 responses
  - Point of the Mountain Workshop Survey: 625 responses
  - Phase 1 Report Detailed Feedback: 16 responses
  - Phase 2 Scenario Variable Ranking: 48 responses
  - Baseline Scenario Comments: 14 responses
  - Point of the Mountain Website Feedback: 354
  - Phase 2 Scenario Workshop Feedback: 350
  - Phase 2 Scenario Online Feedback: 1733

# Pointofthemountainfuture.org

11,500 unique visitors and over 14,000 visits

- Transparent process:
  - Process details
  - Meeting notes
  - Presentations
  - Comment section





Most people see the area maturing  
into an **Economic Powerhouse**  
with excellent access that is also  
a great place to live, work, and play

This Vision is 12 Signature Elements, 21  
Goals, and 126 Strategies

# REGIONAL VISION FOR THE POINT OF THE MOUNTAIN



STATE OF UTAH  
POINT OF THE MOUNTAIN  
DEVELOPMENT COMMISSION



## JOBS



### 1 Highly-trained workforce

The quality of Utah's workforce is the number one factor in attracting, retaining, and growing high-paying "innovation economy" jobs. The desired workforce is diverse and highly educated, with a focus on in-demand fields. While a portion of this workforce will undoubtedly be generated by attracting workers from out of state, Utahns can fill the bulk of these jobs if they have the required skills.

## ENVIRONMENT

### 2 Improved air quality & reduced resource use

Employers and Utahns increasingly demand a sustainable approach to natural resources like air, water, and energy. The Point of the Mountain can demonstrate sustainability by facilitating electric vehicle use, promoting non-automobile travel, reducing air emissions and energy use in buildings, using water-wise landscaping, and implementing new technologies.



### 3 Connected trails, parks, and open space

The Point of the Mountain is already home to extensive open spaces and trails, paragliding, and the Jordan River. Continued implementation of thoughtful and ambitious trail, park, and open space planning will establish a world-class network for people and wildlife, connecting the mountain ranges and the Jordan River.

## COMMUNITY DESIGN

### 4 Vibrant urban centers

Vibrant places include housing, jobs, shops, amenities, and open space. They bring destinations closer to home, shorten driving trips, increase the convenience of walking and biking, and improve affordability by diversifying housing types. The prison and other large sites at the Point of the Mountain are ideal for the creation of major urban centers, without disrupting existing single-family neighborhoods.



### 5 Jobs close to where people live

Jobs and housing in close proximity reduce commuting distances, decrease traffic volumes during peak hours, improve air quality, lower travel times and expenditures, and enhance quality of life. While housing is needed in proximity to east-side jobs in both Utah and Salt Lake counties, jobs are needed in proximity to west-side housing in both counties. Completing west-side infrastructure like the Mountain View Corridor will improve the west side's attractiveness for jobs.

### 6 A variety of community and housing types

A variety of community and housing types ensures housing affordability and a high quality of life that matches what Utahns want and can afford. Such variety includes single-family suburbs and walkable communities in neighborhood, community, and urban centers.



## LEGEND

Major Centers  
TRAX Line  
New TRAX Line  
FrontRunner  
Transit Corridor  
Preservation  
Rapid Transit  
Camp Williams



Microtransit Circulator  
North-South Boulevard  
Freeways  
Major Roads  
Open Space  
Trail Connections



## TRANSPORTATION

### 7 New north-south boulevard

A new north-south road from Bangor Highway in Draper to 2100 North in Lehi will serve as an alternative to I-15, Mountain View, and Redwood Road. This new boulevard or main street will include public transportation in a dedicated right-of-way. It will encourage active transportation, stimulate growth of urban centers, and provide an alternative for shorter, local trips.



### 8 Connected street network

Street networks efficiently move people and goods. Connected arterials, collectors, and local streets provide multiple alternative travel routes and enhance walking and biking. Additional crossings of the Jordan River and I-15 will be necessary.

### 9 World-class public transit

Public transportation moves people, addresses air quality, fosters high-quality urban centers, improves affordability, and attracts "innovation economy" employers and employees. As connected, shared, and autonomous vehicles revolutionize travel, FrontRunner will increasingly serve as a backbone for long-distance trips. Light rail and/or "micro-transit" options will improve local mobility.



### 10 North-south & east-west throughput

The Point of the Mountain bottleneck limits transportation connections between Salt Lake and Utah counties. It is essential to maximize the capacity of Mountain View, Redwood Road, I-15, FrontRunner, and light rail. High-speed east-west connections between I-15 and Mountain View are also needed to increase east-west capacity. In addition to 2100 North and Bangor Highway, a new connection closer to the county line should be explored.



## PRISON SITE

### 11 Catalytic center at the prison site

The Draper prison site's 700 acres hold tremendous opportunity for catalyzing growth in high-paying jobs by (1) establishing a nationally-known research and university presence, (2) attracting marquee employers, and (3) creating a high-quality urban center that attracts employers and employees.

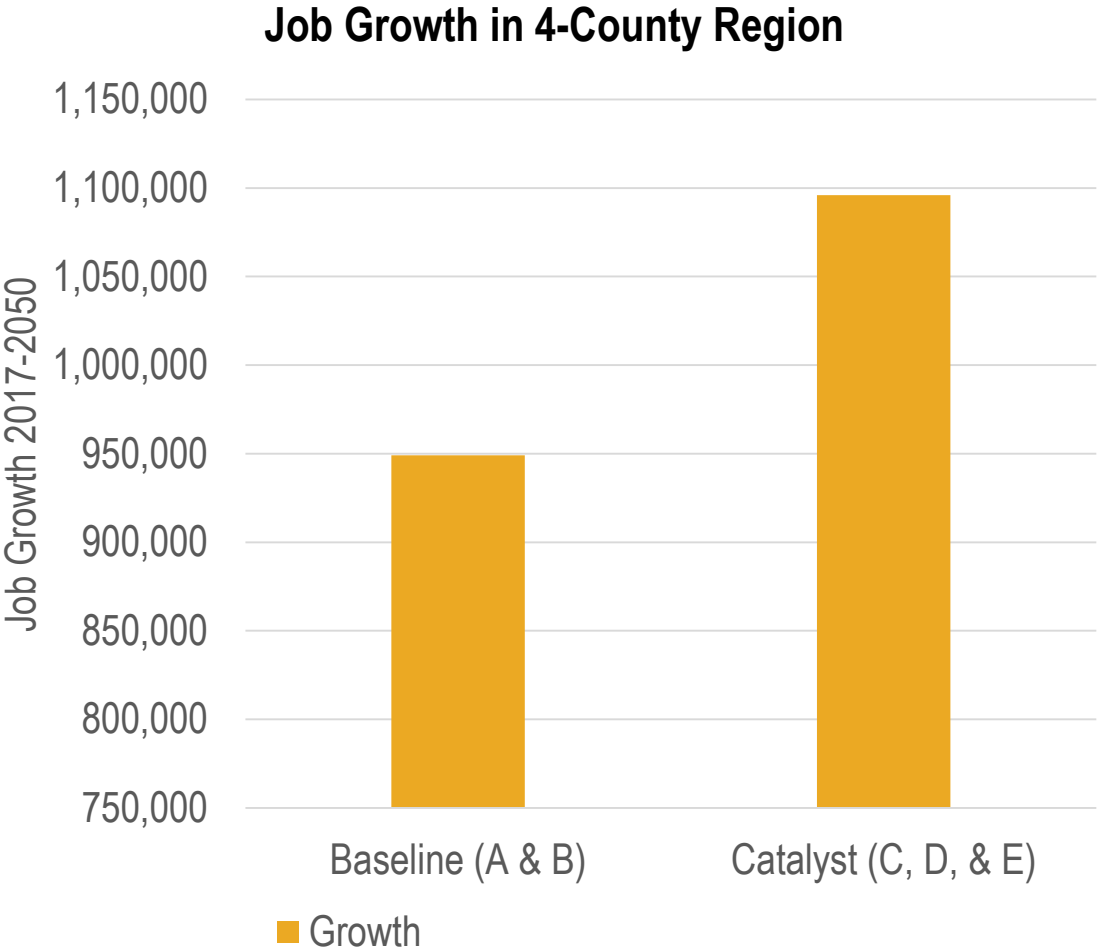


### 12 Research and university presence

Establishing a nationally-recognized research and university presence will catalyze growth in high-paying jobs by strengthening the innovation workforce, spurring research and technology transfer, and creating a "wow" factor to brand the area and the state as a place to be.

# JOB FORECAST

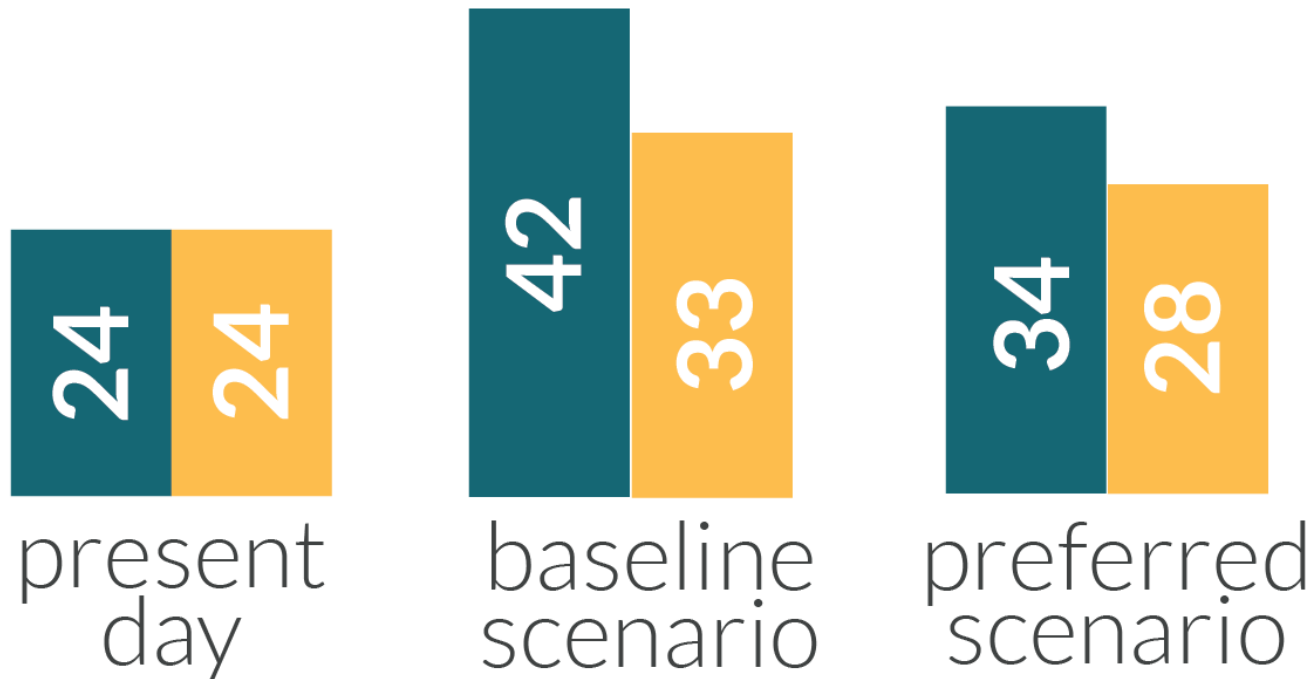
## 150,000 ADDITIONAL JOBS; HIGHER QUALITY JOB GROWTH



# If We Fail?

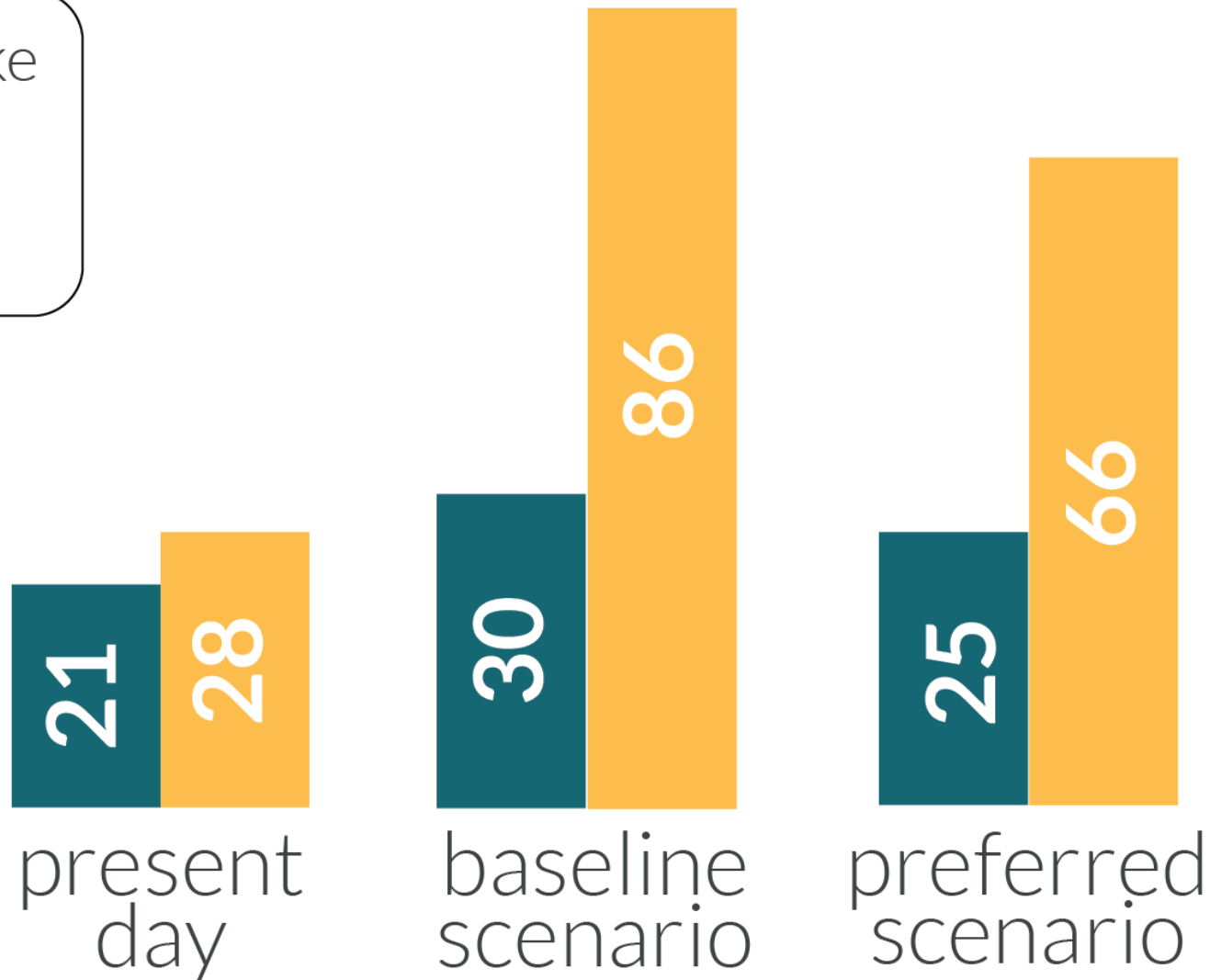
- 150K jobs go somewhere else
- For every IT job lost in retention or recruitment, Utah loses:
  - 4 support jobs
  - 8 other jobs
  - \$816,000 in annual personal income
  - \$17,400 in annual net state revenue
- We may never know what we lost

# Minutes from Draper Prison Site to Key Destinations During AM Peak Time





# Minutes from Draper Prison Site to Key Destinations During PM Peak Time







# VISION FOR THE POINT OF THE MOUNTAIN DRAPER PRISON SITE PLACEMAKING EXAMPLE

## JOBS



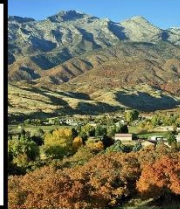
### 1 Highly-trained workforce

A strong presence for education, including higher education, trains Utahns for the innovation jobs of the future. Industry, school districts, higher education, and others collaborate to maximize impact. Companies have access to student labor, while students can experience hands on learning in research and industry.

## ENVIRONMENT

### 2 Improved air quality & reduced resource use

The place becomes a demonstration site for sustainability. Energy efficiency, on-site energy generation and storage, and low-emission appliances improve air quality, along with electric vehicle charging infrastructure and preferred parking. Public transportation, proximity of housing to jobs and amenities, and walkable design reduce driving. Water-wise landscaping means less water is needed.



### 3 Connected trails, parks, and open space

Located near two major mountain ranges, key open space and trail systems, and the Jordan River Parkway, the site is an ideal meeting point for diverse types of recreation. A network of parks, trails, and open spaces provides quality of life and allows travel by foot or bicycle. A portion of the existing prison is preserved to provide historic context and authenticity.

## COMMUNITY DESIGN

### 4 Vibrant urban centers

A vibrant urban area includes jobs, shopping, housing, and amenities in a walkable setting close to public transportation. People can travel conveniently with or without a car and enjoy a vibrant environment for living, working, or playing. The prison site offers a diverse range of housing types, transportation opportunities, and amenities without significant disruption of nearby single-family neighborhoods.

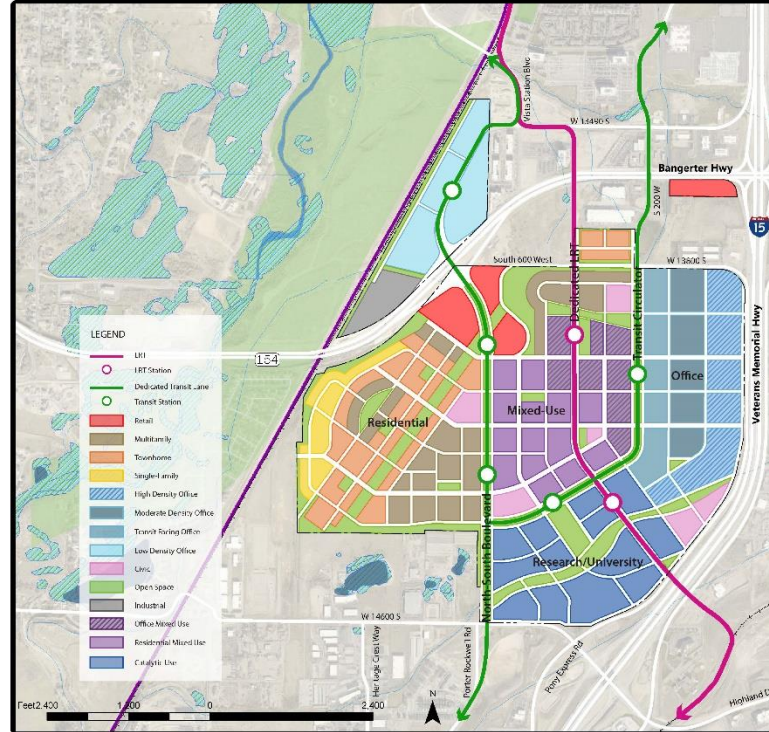


### 5 Jobs close to where people live

Jobs and housing are close together on the site, and housing in surrounding communities is also proximate and well-connected through roads and public transportation, including existing automobile and FrontRunner corridors and planned TRAX lines.

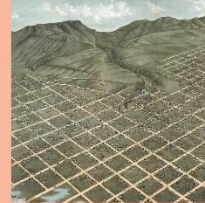
### 6 Variety of community and housing types

A number of housing options are available at the prison site, including urban-style apartments, townhomes in a less intense setting, and single-family neighborhoods. Public transportation and roads provide access from a variety of places. This diversity of housing means people of a variety of backgrounds and incomes can live in places they desire.



### 7 New north-south boulevard

A new boulevard links the Bangerter Highway 600 West interchange to Porter Rockwell Boulevard and continues south to Lehi 2100 North. The road accommodates bicycles, pedestrians, and public transportation and carries local trips without using freeway capacity. This boulevard connects at the prison site, making the site a gateway for this "main street" connection between Utah and Salt Lake counties.



### 8 Connected street network

A dispersed street network promotes walking, biking, and public transportation and provides alternative travel routes. A new road across I-15 at 13800 South improves connectivity to the east, and the new north-south boulevard improves connectivity to the south. This plan for the Draper Prison Site prioritizes a well-connected street network that is easy to understand and navigate for residents, employees, and others who travel to and through the site.

### 9 World-class public transit

Light rail or similar mode connects the site to the TRAX Blue Line, the Draper FrontRunner station, and points north and south. A micro-transit shuttle circulates throughout the site and to the FrontRunner station to provide on-demand, convenient mobility. A vehicle in its own lane runs north and south along the new boulevard.



### 10 North-south and east-west throughput

The new north-south boulevard improves throughput by allowing local trips to avoid traveling on a freeway. Access to Bangerter Highway and to I-15 is also excellent.

### 11 Catalytic center at the prison site

Incentives and other mechanisms are utilized to locate one or more marquee employers on the site. The marquee employers attract other jobs, as well as employees. Sites are available for jobs in urban, mixed-use settings as well as in more campus-style settings. There are also opportunities for start-ups.



### 12 Research and university presence

A nationally-recognized research presence creates a "wow" factor that attracts employers and employees and contains open space that is appealing and important to residents. Research and technology transfer also boosts job growth, as does the skilled workforce that is trained there. This university presence is clearly visible and accessible from I-15.

## TRANSPORTATION

## PRISON SITE

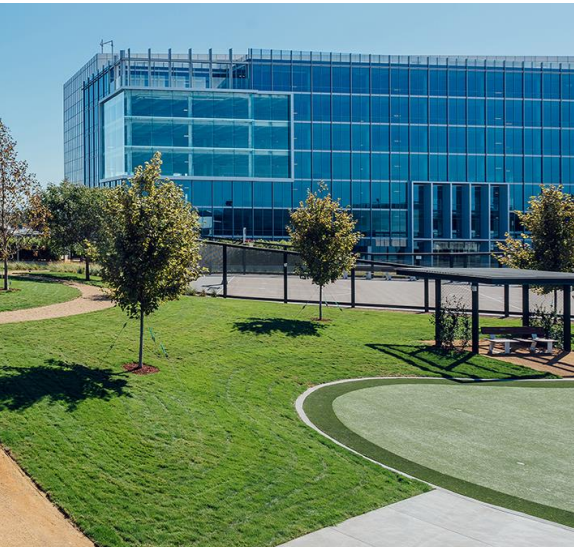




# DRAPER ILLUSTRATIVE PLAN



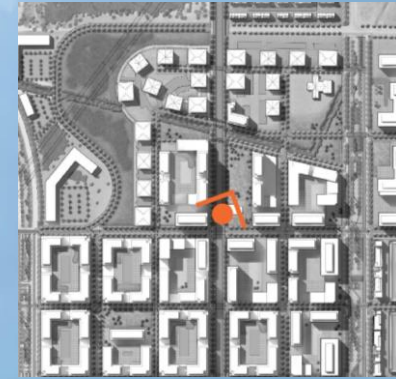
# RESEARCH / CATALYTIC DISTRICT





# MIXED-USE TOWN CENTER

## LIGHT RAIL TRANSIT





# OFFICE DISTRICT

DEDICATED TRANSIT









# Phase 3 Preview

# Phase 3

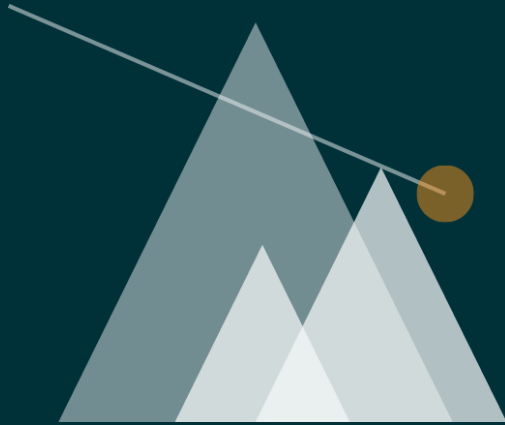
1. Identify and evaluate public and private funding options
2. Analyze the costs and benefits of funding options
3. Provide considerations for choosing a funding strategy

# Commission Ongoing Work



# Ongoing Work

1. Coordinate with transportation agencies and others on regional and local transportation plans
2. Present to city councils and coordinate with cities
3. Coordinate with the Commission and the Authority
4. Initiate micro-transit coordination
5. Meet with groups and agencies to build support for the vision



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